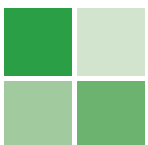


ACKNOWLEDGEMENTS

Mayor	Neal Nelson
Village Administrator	Philip “Leo” Middleton
Village Clerk	Pamela Noffsinger
Village Treasurer	Angela Lilek, Branch Manager - Standard Bank & Trust Company
Village Attorney	Jeffrey Jurgens, Ancel, Glink, Diamond, Bush, DiCianni & Krafthefer
Village Trustees	Dan Greggain Terry J. Halliday Thomas Hanley Joe Phillips Dave Togliatti Georgette Vota
Planning & Zoning Board	Randy Alderson, Chair Pete Gaudrone John Hawkinson Gerald Heavens Keith Roseland Tim Stiles Jerome Wagner
Park Board	Dave Togliatti, Liaison Scott Benson William Galanof Mitch Hamann
Chief of Police	Dennis Neary
Building & Zoning Official	Bob Malone, ICC Certified
Building Inspector	John “Jack” Ronchetti
Village Engineer	Mike Perry, Chamlin and Associates, Inc.



ACKNOWLEDGEMENTS (continued)

Coal City Fire Protection District	Chief Harold Holsinger
Coal City School District #1	Kent Bugg, Ph.D., Superintendent
Coal City Library District	Jolene Franciskovich, Director
Grundy County Chamber of Commerce	Caroline Porlock, Executive Director
Grundy County Economic Development Council	Nancy Norton Ammer, CEO
Village Planning Consultants	Teska Associates, Inc. Mike Hoffman, AICP, RLA, Vice-President Pam Hirth, Senior Associate Pete Iosue, Associate

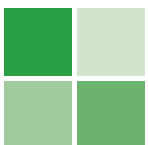


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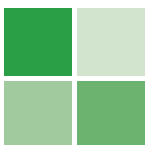
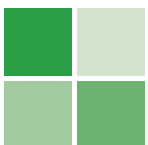


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I. INTRODUCTION

The Village of Coal City, Illinois is located within Grundy County sixty miles southwest of Chicago. It is a rural community that was founded with an economic base of coal mining and industry. The foundation of any community is rooted in its people, its economic base, and its foresight into the future. Coal City's current Comprehensive Plan was adopted in 2000 and has been the primary planning tool assisting Village officials with land use decisions over the past several years. The Village's decision to implement an update to their existing Plan has acknowledged a concern for future growth and the need to direct development and redevelopment efforts to ensure the prosperity of the community.



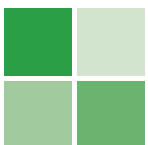
VISION

As part of the long-range planning process, it is important for Coal City to establish a vision for the future. This vision should be representative of what the Village hopes to become as it moves forward with decision making on new development proposals, improvements to municipal infrastructure and services, and overall quality of life for residents. By creating a solid, unified vision, this Plan can be designed to ensure that the vision is carried out for many years to come. The vision established by this Comprehensive Plan is as follows:

- Maintain a quality of life that provides existing and future residents a community that is safe, quaint, and neighborly;
- Promote cohesive land planning and high quality design standards to enhance the small-town character of the Village;
- Expand parkland and open space opportunities to address passive and active recreational needs as well as preserve the natural amenities (wetlands, floodplains) that exist within the Village;
- Support economic stability through new business development opportunities and downtown redevelopment efforts so to create a self-sustaining community that provides jobs and commercial services to meet the needs of residents; and
- Improve public infrastructure (utilities, roadways) and services (police, fire) to ensure that the demands of Village residents and future development can be adequately addressed.

HISTORY

Coal City is one village in a small group that was born of coal mining in eastern Grundy County. Around the 1820's this area was sparsely populated when it was introduced to coal mining by a Canadian trader, Peter Lansett. Upon his arrival he began picking coal off the ground and selling it to local blacksmiths and farmers. The farmers who were accustomed to burning ears of corn particularly preferred this new source of heat and energy.



The popularity of coal grew and due to an abundance of the material a number of mining shafts began to spring up around the region. The coal provided the economic boost for growth around the region. The arrival of the railroads created a distinct land use pattern with the track layout dictating where growth happened. Difficulties in transportation as well as the economics of the time made it practical for the mineworkers to stay within walking distance from their places of work. Towns began to develop where mines were opened. Gardner, Braceville, South Wilmington, Clark City, Braidwood, Harrisonville, Suffernville, East Brooklyn, Central City, Godley, Richmond, Sandtown, Ramsey, Carbon Hill, Eileen, Torino, and Diamond are some of the towns around the region that grew due to the coal mines. Coal City was incorporated on August 17th, 1881, with a population of 900.

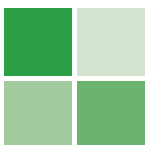
Populations rose and fell as new mines opened and old ones closed down. A great number of workers started moving from one mining town to another as the fortunes of the mines fluctuated. In spite of great disasters, such as 'The Diamond Mine Disaster' of 1883 in which 74 workers lost their lives due to the flooding of a shaft, coal mining continued to be the most sought after occupation of the time. As the mines began to be exhausted of their coal, jobs were lost and the exodus of people caused the Boom Towns to look like Ghost Towns. Some towns like Torino were unfortunate victims of this exodus, while Coal City was one of the fortunate survivors. During this period Coal City experienced a great fluctuation in its population when a peak population of approximately 6,000 fell to 1,600 before climbing again.

The Village in the 1900's began to entice industry. A wire rope factory, wallpaper mill and clothing factory located in Coal City. The area started being mined for its fire clay. In 1928 heavy equipment was moved in for strip mining. Due to the progress in personal transportation, miners could now commute to the location of the operation, changing the nature of how the towns evolved.

The Depression years again proved a testing time for Coal City. The economy and population decreased during this period, but became strong and healthy once again. The mines and stripping operations that once were ecological concerns have been rejuvenated. They now support beautiful lakes as well as a wide variety of plant and animal wildlife.

The post depression years have seen a steady growth in the region. On November 6th 1984 Coal City and Eileen residents voted to annex Eileen into Coal City. Coal City and its neighbors have seen the mines close and move south and further away from the area. Since 1990, the Village has experienced growth in its population and housing stock with the addition of new residential subdivisions. However, new non-residential development has been limited to small commercial/office centers and single use light industrial users. Agricultural operations and farming continue to be a way of life for many families in the Coal City and the Grundy County area.

An overview of the Village's architectural heritage is discussed in the Historic Preservation section starting on page 14.



II. EXISTING CONDITIONS

The current Village limits include approximately 5 square miles in area. In order to plan for the Village's future, it is important to understand the existing conditions that characterize the community today. In particular, analyses of population and housing trends, existing land use patterns, the transportation network, and community facilities provide insight into the resources the Village has and need to support existing and future development.

POPULATION & HOUSING UNITS

Population

In 2000, the official population for Coal City was 4,797. Between 1970 and 2000, the Village experienced an overall increase in population of approximately 58%, adding 1,757 new residents during this time. Figure A. below illustrates the Village's population changes from 1970 to 2000.

Figure A. Total Village Population 1970-2000

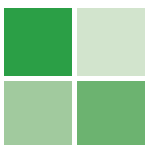
Year	Population	Population Change
1970	3,040	+7%
1980	3,028	-1%
1990	3,891	+29%
2000	4,797	+23%
2005 *	5,170	+7%
2006 **	5,200	+7%
2010 ***	6,044	18%

* Estimate based on US Census data

** Village estimate

*** Projected estimate based on growth between 1980-2000

The US Census generated a population estimate for the Village in 2005 of 5,170 residents. Based on residential growth since the last decennial census, the estimated Village population in 2006 is approximately 5,200 residents. Assuming that the Village will continue to grow at approximately the same rate as it did over the past 20 years, it is possible that the Village could reach over 6,000 residents by the next decennial census. Since this population projection is based on a current assumption of past growth rates, the population can vary depending on the actual growth in the Village over the next few years. There are many forces that can impact population growth such as regional economy, land and infrastructure capacity, and local trends. Since these factors are difficult to predict, there will be different projections.



Housing Units

The Village's housing supply has experienced a similar pattern to that of the population over the same period of time. Figure B. illustrates that between 1970 and 2000, Coal City has expanded its number of housing units by 1,033 or 117%. The primary type of housing unit constructed in the Village has been single family detached, however recent trends for new residential subdivisions includes a mix of single-family detached with single-family attached (duplexes) or townhomes. Based on 2000 census data, approximately 77% and 23% of the dwelling units were single-family detached homes and multiple family units, respectively. However, over the past several years, there have been several new apartment buildings constructed.

Figure B. Total Village Housing Units 1970-2000

Year	Housing Units	Housing Units Change
1970	925	---
1980	1,226	+33%
1990	1,588	+30%
2000	1,958	+23%
2006*	2,245	+15%
2010 **	2,526	+13%

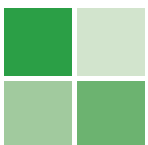
* Estimate based on number of residential units constructed since 2000

** Projected estimate based on growth between 1980-2000

As with the population, there are similar impacts that can effect the construction of new housing units. The housing market was very strong between 1980 and 2000, as evidenced by the increase in the number of housing units. However, in early 2006, the residential housing market started to slowed down due to prevailing market conditions. With the number of new residential subdivisions under construction and the continued interest of developers looking to bring their product to the Village, it can be anticipated that despite the housing slow down, the number of housing units will start to increase over the next few years at a steady pace. It can be anticipated that the housing market will experience an upswing before the next decennial census. Based on an average growth rate of 28% between 1980 and 2000, the total number of housing units could reach 2,526 by 2010.

AFFORDABLE HOUSING ACT

The Affordable Housing Planning and Appeal Act (Public Act 93-595), which went into effect on January 1, 2004, is intended to encourage Illinois municipalities and counties to provide a sufficient amount of affordable housing into their communities. Under the Act, all municipalities and counties that do not provide sufficient affordable housing are required to adopt an affordable housing plan. The Illinois Housing Development Authority (IHDA) is required by the Act to determine and publish a list of municipalities and counties that are exempt and non-exempt from the requirements of the Act. Based on formulas, factors, and definitions stated in the Act, municipalities and counties with less than 10% affordable housing are required to incorporate more affordable housing into their communities.



At this time, Coal City meets the exemption test by having approximately 64% affordable units. Though affordable housing is not an issue now, as the Village continues to grow it will be important to ensure that as the housing stock increases and house values rise, that affordable housing opportunities continue to exist.

LAND USES

The Village of Coal City is predominantly residential in character. The residential housing stock includes primarily single family detached homes, however there are townhomes and apartments scattered throughout the Village as well. In the newer subdivisions, mixed residential consisting of single family detached, townhomes and duplex units have been the trend. Commercial uses are limited and concentrated along Route 113 (Division Street) and Broadway Road. Minimal industrial uses are located throughout the Village on South Broadway Road, McArdle Road/North Street and adjacent to the railroad tracks. The Village offers a good mix of community facilities, as Coal City has a post office, fire station, police department, several churches, and a variety of community parks. The Future Land Use Plan outlines recommendations for Coal City to achieve a balanced, long-range planning approach that will compliment the Village's existing land uses.

TRANSPORTATION

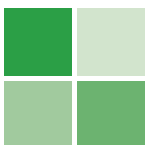
The Village's primary road network consists of Route 113 (Division Street), Broadway Street, Reed Road and Spring Road. Route 113, Broadway Street and Reed Road are designated truck routes. The Village has access to I-55 via two full-interchanges, one at Route 113 and the other at Reed Road, neither of which are located within the Village limits. As the Village continues to grow and development expands along these roadways, future improvements to accommodate the increase in traffic will be needed.

There are two rail lines that run through the Village, the BNSF Railroad from the southwest and the SPCSL (Amtrack) Railroad from the south. The rail lines are used only for industrial purposes; there is no commuter service available in the Village. Both rail lines begin to parallel one another north of Spring Road and then merge together north of McArdle Road/North Street. Approximately, 80 trains travel through the Village in a 24-hour period. All railroad crossings within the Village are improved with flashing lights or flashing lights and gates. As industrial growth continues within the Village, as well as along the rail lines, it will be important for Coal City to work with the railroads to mitigate increased rail traffic and keep crossings as safe as possible.

ENVIRONMENTAL FACTORS

Claypool Ditch

The Claypool Ditch was created over 100 years ago by area coal companies to provide for enhanced drainage in the region. Shortly after this effort, a district was created to provide for future maintenance of the ditch and associated drainage improvements. In the 1930's the Works Progress Administration (WPA) installed field tiles throughout the district to enhance land in the area for farming. Today the Claypool Drainage District encompasses approximately 26 square miles in both Will and Grundy Counties. More information about the District is available at their web site, www.claypooldrainage.com



The ditch itself is approximately 7 miles long, and flows from east to west into the Mazon River. It is located within the northern portion of the planning area, and represents a significant watercourse in Coal City. It is under the jurisdiction of the Claypool Drainage and Levee District. Though it is located within the major floodplain area of the Village, it branches into various minor ditches throughout Coal City and adjacent communities. The various branches have been identified and are intended to be preserved as greenway corridors.

Wetlands

Within the Coal City planning area, most existing wetlands are located within designated floodplain areas. However, individual property owners should conduct their own property evaluations to determine if any additional wetlands exist on their property.

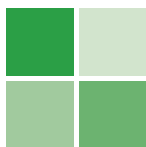
Floodplain

The existing 100-year floodplain within the Village's planning area has been delineated in accordance with the Federal Emergency Management Administration Flood Insurance Map. There are two significant locations of floodplain area that need to be considered as future development occurs. A major floodplain is located within the northern portion of the planning area and occurs along the Claypool ditch. This area is primarily developed with private recreational uses (Coal City Area Club, Ceko Employees Recreation Association and Area 1 Outdoor Club), however there are existing single family homes constructed north and south of Whitetie Road and along Broadway Road near Whitetie Road. There are also small pockets of undeveloped land scattered throughout the designated floodplain area. If considered for development, appropriate measures will need to be taken to ensure that any future development within or adjacent to floodplain remains sensitive to this typically protected area.

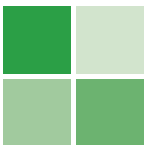
Additional floodplain is also shown near the southern portion of the planning area, and along the SPCSL railroad east of Broadway Road and south of Grand Ridge Road extended. Though the floodplain located outside the planning area limits does not impact future development directly, as the Village continues to expand its planning boundaries, future land uses will need to be evaluated accordingly. However, the floodplain located near the railroad, could have a greater immediate impact on future development since it is within the Village's planning area. Again, it will be necessary to take appropriate measures to ensure that the developable land adjacent to the floodplain remains sensitive to this protected area.

Boundaries and Facility Planning Areas (FPAs)

The Coal City future planning area is affected by a few boundary and facility planning area lines. The Village's FPA boundary is identified on the Environmental Factors Map in orange. As the Village grows it can be expected that their FPA area will need to expand as well. The Grundy/Will County boundary line is identified in yellow. A very small portion of the Village's planning area crosses into Will County; this area has been designated as open space/parks (public) due to its proximity to the claypool, floodplain and private open space. Lastly, the Village has an approved boundary agreement with Braidwood. The established boundary line with Braidwood was determined by Braidwood's FPA boundary line. The boundary line has been identified in pink on the map.



INSERT ENVIRONMENTAL FACTORS MAP



COMMUNITY FACILITIES & UTILITIES

A community's quality of life is highly dependent on the quality of community facilities, which includes, schools, churches, parks and open space, municipal facilities and utilities, and other facilities that provide essential governmental, commercial, industrial and other community activities. The availability of excellent community facilities can also help attract new residents and businesses to the Village.

Schools

The Coal City Unit District #1 service area encompasses approximately 55 square miles, and includes not only Coal City, but Diamond, Carbon Hill, and Goose Lake Township, as well as the rural areas. The District has been proactive in planning for future growth and has prepared a Strategic Growth Plan, approved in December 2005. The Village is currently served by an Elementary School (K-3); an Intermediate School (4-5); a Middle School (6-8); and a High School (9-12). The enrollment at the elementary school is near capacity; whereas the intermediate, middle and high schools have room to expand their capacity by approximately 250, 120 and 135 students respectively. The District will be constructing an Early Childhood Center, starting in Spring 2007, to serve grades K-1. This new facility will relieve the capacity pressures on the elementary school and create additional capacity opportunity for grades 2-3. The Early Childhood Center will be open for the 08/09 school year.

The enrollment during the first half of the 06/07 school year is approximately 2,100 students. According to the District Growth Diagram, student enrollment could reach as high as 6,700 by Phase 12 of Strategic Plan. This anticipated growth rate was based on existing and anticipated (new) residential projects being reviewed at that time within the District. Since the approval of the Growth Plan, a couple of large residential projects are not proceeding forward. Therefore as the Village reviews new residential development, it will be critical that the Village work closely with the School District to ensure that the Strategic Plan remains effective.

School District staff has also completed in-house growth projections through the 14/15 school year. Based on the Natural Growth Curve, Current Growth, and the Referendum Growth, the projected number of students could be 2,664, 3,695, or 4,968 respectively.



"Elementary School"



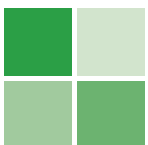
"Middle School"



"Intermediate School"



"High School"



However, the ultimate number of students over the next 8 years will be predicated on the residential housing market and the rate of growth experienced by each community within the District.

According to the 2005 Illinois District Report Card, there are 109 full-time teachers employed by the District. These teachers have an average of 15 years experience and approximately 55% of them have graduate degrees.

The High School programming provides opportunities for students to learn from instructors from outside the District. The Grundy Area Vocational Center allows high school students to obtain a vocational skill at the center for a part of the day and attend regular academic classes at the high school for the other half of the day. The Grundy County Special Education Cooperative supplements the education of students who need additional help with learning materials and tasks. Joliet Junior Community College (JJC) offers classes to high school students through a learning lab, which allows interaction between the high school classroom and the JJC classroom via a video connection. There is also an opportunity for the high school students to be taught on site by a college professor. Both situations provide college credit before high school graduation.

Higher level educational opportunities for residents of Coal City include several colleges and universities such as Joliet Junior College and University of St. Francis in Joliet; Lewis University in Romeoville, Olivet Nazarene University in Bourbonnais, North Central College in Naperville, Waubesa Community College in Sugar Grove, and Benedictine University in Lisle.

Library

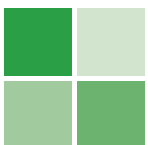
The Village Board with a donation of \$200 started the Coal City Public Library in 1886. Then, the library was operated on a volunteer basis in the upstairs of the former Village Hall (now the Police Department). In 1972, the library acquired its first salaried librarian and moved into a new 2,888 square foot structure in the downtown (current Village Hall). The Coal City Public Library District was created in 1987 and is under the leadership of a seven member elected board. The district serves residents of Coal City, Diamond, Carbon Hill, Goose Lake, and other rural areas. The existing library building, located at the intersection of Garfield and First Streets, opened in 1992 and consists of approximately 16,000 square feet. Based on 2000 Census data, the Library District was serving approximately 9,400 people.



“Public Library”

Parks and Open Space

Coal City is currently served by several village parks and other park amenities. Campbell Memorial Park is located on Broadway Street within the downtown area. This park serves as a central gathering place for the community and its amenities include a gazebo and concession stand. Both of these amenities create an opportunity for concerts, movies in the park and other such events which add to the small town charm of Coal City. Lions Park is comprised of multiple parcels and is located on Mary & Maple Streets. Park amenities include four (4) multi-use ball fields, a skate park, play equipment, a picnic shelter/pavilion, batting cages, and basketball courts. North Park



located at the southwest corner of McArdle Road/North Street and Broadway Street includes play equipment, a picnic shelter, soccer fields, tennis courts and basketball courts.

Tipple Way Trailhead, located south of the Hunters Run subdivision is the starting/ending point for access to the developing Tipple Way Trail located within the ComEd right-of-way. As development adjacent to the Tipple Way Trail occurs, it will be important for the Village to expand the trail and make connections accordingly to connect Coal City to Carbon Hill, Diamond and other larger open space amenities such as the Coal City Area Club, Goose Lake State Park and the I & M Canal/Illinois Grand Trail System. Incorporating a trail system throughout the Village will add acres to the overall greenway system.

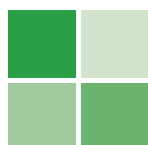
Figure C. Existing Designated Public Parkland

Name of Park	Size	Recreational Amenities
Big Timber Drive Park	+/- 1.00 acres	Currently Not Improved - Potential for a Neighborhood Park
Campbell Memorial Park	+/- 0.50 acres	Improved with a gazebo; concessions
Lions Park (3 parcels)	+/- 10.00 acres	Improved with a picnic shelter; ball fields; play equipment; skate park; basketball courts; and batting cages
North Park	+/- 2.50 acres	Improved with a picnic shelter; soccer fields; play equipment; tennis courts; and basketball courts
Wetland Park	57 acres	Currently Not Improved - Potential for active & passive recreational activities
Tipple Way Trailhead	+/- 11.00 acres	Currently Not Improved - Potential for a Neighborhood or Community Park

The Wetland Park, located along Broadway Street, south of the Claypool Ditch is a 57 acre parcel that was once the Village's sludge pond reclamation area. It is anticipated that this area will become a future community if not regional recreational opportunity for the Village. Given the size of the area and its many passive and active recreational opportunities, it is recommended that the Village consider creating a Master Plan.



“The Village currently has three improved park areas that provide a place for community gathering, sports activities, picnics, and general play.”



One of the best private recreation areas close to the Village of Coal City is the Coal City Area Club. Not only does this serve as a means of recreation and enjoyment of nature but sends a very positive environmental and ecological message of how an area that was once waste land due to mining can be rejuvenated and made to look beautiful. While the Area Club does offer excellent benefits to its members, obtaining a membership is becoming difficult. The size of the Area Club limits the number of members that can actively use the facilities while maintaining the pristine conditions. As the population grows and the waiting list for the Area Club gets longer, there is a clear need for providing other recreational opportunities and natural areas for Coal City.

Municipal Facilities & Utilities

Municipal facilities and utilities provide Coal City residents with services that are needed on a daily basis and help maintain a safe and viable community. The Village Hall and Police Department are located on Broadway Street. The Village Hall currently houses the offices of various Village Administration (Mayor, Administrator, Clerk, Treasurer, and Building and Zoning Official); and a Meeting Room which serves as the meeting location for the various Boards and Commissions of the Village. Residents receive their emergency services (police and fire protection) from the Village operated Police Department; and the Coal City Fire Protection District.

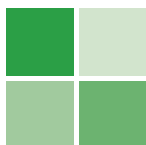
The Facilities Planning Area (FPA) is defined as the Village's boundary limits for the provision of water and waste water (sanitary) treatment services. The current FPA boundary contains approximately 5 square miles. The Village provides water and sanitary sewer services to its incorporated properties. Coal City also provides water to Carbon Hill, however it should be noted that the amount supplied to Carbon Hill is less than 10% of total. Served by four (4) active deep limestone bedrock well and two (2) water towers, the Village's water supply has an average daily demand of 494,000 gallons and a peak demand of 884,000 gallons per day. The combined water tower capacities adequately allow the Village to serve the current population demands. Planned improvements include two (2) deep wells, a new 500,000 gallon water tower to be located on South Broadway Street, electrical and control improvements, various water main replacements and upgrades to enhance water distribution and fire protection capability. The tower is currently under review by the Illinois EPA Public Water Supply –Permit Section and expected to be constructed in 2007-2008 with operation by July, 2008.



Sanitary waste is processed at the Village's wastewater treatment plant located on North Broadway Street. The existing mechanical system was constructed in 2002 and has capacity to serve approximately 6,600 people or process 725,000 gallons waste water per day. Currently, the plant processes approximately 500,000 gallons of waste water per day (serves approximately 5,000 people).

Other Community Facilities and Organizations

Community facilities also include a branch of the US post office, a fire station, several churches of various denominations, the Coal City Lions Club, the Grundy County Senior Center and the Centruue Community

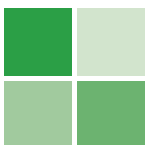


Center. The community also includes various healthcare offices (general practice, eye care, chiropractic, dental, foot and ankle) and is in proximity to hospitals located in Joliet, Morris and Kankakee.

The Village offers a variety of school, adult and youth organizations and activities for the residents. These organizations provide many levels of opportunities such as community involvement, leadership development, volunteering, organized activities, and teamwork. As the population of the Village grows, the organizations should experience an increase in size and number as well.



“The Village is also served by other community facilities and organizations, such as the Lions Club, several churches of various denominations, and a branch of the US post office.”



III. ISSUES & OPPORTUNITIES

GROWTH & DEVELOPMENT

The residential growth in Coal City has remained fairly consistent over the past years. The Village has expanded its borders primarily to the south. The Future Land Use Plan identifies an expansion of residential land uses primarily west of the Tipple Way Trail with some residential areas north of Spring Road along Berta Road. Based on regional trends, location and excellent schools, it can be anticipated that Coal City will continue to experience greater growth pressure for residential development.

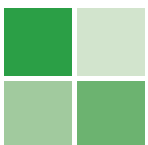
Commercial and industrial development has not experienced the same consistent trend as residential. A limited number of small scale commercial centers have developed along 113. Existing commercial development primarily includes local retail operations, banks, gas stations, offices, local restaurants, & an auto dealership. The Village does not have any “big box” type development or regional shopping opportunities to-date. The Future Land Use Plan identifies locations for larger commercial centers along 113, west of Broadway Road, along South Broadway Road and along Reed Road.

Industrial opportunities are scattered throughout the Village along Broadway Road, North Street and along the railroad tracks. The Future Land Use Plan provides concentrated locations for new light industrial/business park type development along Reed Road, and portions of Broadway Street, Berta Road, Carbon Hill Road and Jugtown Road. The viability for industrial opportunities is greater in these areas given proximity to the Reed Road/I-55 interchange. Additional light industrial/business park land uses have been provided along North Street and within the area located between the rail lines to address opportunities for smaller scale development not reliant on heavy semi-trailer truck transportation.

ECONOMIC DEVELOPMENT

An increased tax base created by additional businesses locating in Coal City will benefit the community. Added businesses will bring much-needed local jobs. It is important to encourage new commercial and industrial development as well as to support existing businesses. Development of commercial and industrial uses on vacant lots and adjacent lands will also provide an increase in the tax base and revenues and will create new jobs for local residents.

Vacant buildings and lots within Coal City provide a great opportunity to the Community as well as potential businesses. The downtown area has a number of buildings that have been vacated by the tenant and remain empty. By promoting the location of new businesses to these existing buildings, the economic base of the downtown district will become stronger and revenues will remain in Coal City. An economically strong downtown allows Coal City residents to do their day-to-day shopping from groceries to crafts, thus fulfilling their everyday needs within the Village instead of traveling elsewhere. Encouraging infill development before expansion also promotes wise use of the available land. Infill is an efficient method of development because the services are already in place, keeping the costs low for the Village.



The land within and adjacent to Coal City has many services and benefits associated with it. A major benefit of the area is its proximity and access to many types of transportation, such as Interstate 55, the Illinois River, and the railroads. The highway interchanges located at Reed Road and Route 113 act as magnets for commercial establishments due to the high volume of traffic along Interstate 55 and provides a regional transportation link. The Chicagoland area provides an excellent public transportation system along with substantial transportation linkages. Within the area there are various interstate highways, suburban commuter train lines and freight lines. The Joliet Arsenal property located in Elwood is approved for redevelopment into an intermodal industrial park (Center Point Intermodal Center) comprising 700-acres with a total build-out potential of 10 million square feet of distribution space and a prairie restoration area. In addition, several parcels of land located near Lorenzo Road and I-55 are being considered for purchase by BNSF railroad for future development. The Coal City area benefits from the proximity to a major metropolitan region and intermodal industrial parks and the transportation systems they provide.

This also provides the opportunity for transportation linkages to the interstate highway system and train lines. Services and benefits that Coal City can provide to encourage development include adequate sewage and water system connection, local infrastructure, and sufficient, appropriately zoned, affordable land. The transportation and local services combined with an able work force make the Coal City area attractive to commercial and industrial businesses. Development of commercial and industrial businesses in Coal City would increase the tax base and provides jobs to local citizens thus increasing the cash flow within the Community.

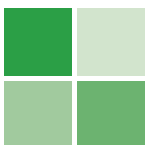
Smaller commercial developments should be strategically located along Route 113 and in downtown while larger/regional commercial developments should be located on the southern half of Broadway Road, and strategically along Reed Road and other collector type roadways.

Marketing Efforts

Coal City officials can actively promote economic development by utilizing its available resources and working with the various agencies such as the Grundy County Economic Development Council (GEDC) and the Grundy County Chamber of Commerce and Industry. The GEDC works with municipalities in Grundy County to find suitable industrial developers for their land. The Grundy County Chamber of Commerce and Industry assists with locating commercial establishments within the Village. The Chamber has offices in both Coal City and Morris. Efforts to market the Village include information being provided in Relocation Packages and Welcome Wagon Greet Packets, and on their website. In addition, the Chamber works with local business owners and managers and a local Chapter of SCORE (Senior Core of Retired Executives) to increase the number of businesses locating to the Coal City area. Annually, the Chamber hosts a Home & Health Expo at the High School which draws visitors from not only Grundy County communities, but Livingston, LaSalle and Will Counties as well. By designating areas on the Future Land Use Plan Map for specific industrial and commercial land uses, the Village provides the GEDC, the Chamber and interested developers with a defined marketing tool of where acceptable future industrial and commercial opportunities can occur.

HISTORIC PRESERVATION

Coal City's history dates back to before its incorporation in 1881. It is important to preserve the past because history can teach valuable lessons. Preservation of Coal City's heritage and the resources associated with historic



events and people act as an educational tool for future generations of Coal City residents. Coal City is a small town with an atmosphere conducive to community interaction and pride. Preserving this atmosphere and the resources that make up Coal City's history gives the Village a link to its past and helps guide them into the future.

To maintain a "small town" feeling and atmosphere, new development must be considerate of the Community's past. The downtown area acts as a central meeting place and encourages interaction which in turn helps to provide the "small town" atmosphere. Community sponsored festivals and activities bring people to the downtown and provide opportunities for interaction and local patronage. Such activities, which can also be associated with historical events, encourage the "small town" atmosphere that exists in Coal City today. In connection with this objective are the Downtown Design, Land Use, and Economic Development goals. All of the objectives working together can promote the continuation of this "small town" atmosphere within the Village.

The recognition of buildings and features that are important to the history of Coal City shows pride and respect for the Community's past.

- Castle Hall
- Opera House
- Old Village Hall/First Library (currently Police Department)
- Fire bell
- Old Store

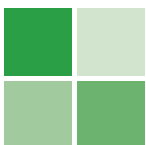
Recognition can take place on a local as well as a statewide or national level. Recognition can be as simple as a plaque or pamphlet detailing the structure's history and importance to the Community or can be as detailed as a National Register designation. Examples of sites and artifacts that are worthy of at least local recognition are the Coal City Police Station, formerly the Village Hall; the fire bell in front of the current Village Hall; and the Opera House. Coal City's history can also be made into a public focal point. The rich mining history of the area could provide many opportunities for heritage tourism, which could educate the local as well as the visiting populations and introduce Coal City as an important, historic, coal-mining town in Illinois.



"Along Broadway Street, there are several examples of Coal City history, including Castel Hall (picture to the left) and the Opera House (picture to the right)."



The Village should encourage citizen efforts to preserve or restore their properties and educate the property owners on the available options for financial and technical support. Education efforts could include a citizen committee for research, information, and program development; handouts on available opportunities such as workshops, seminars, rehabilitation techniques and support, and agency information for local building owners; community-wide meetings on the importance of preservation to Coal City; and local displays on history for the residents to enjoy and learn. Preservation options vary in degree of protection and support. Adaptive reuse of vacancies can



restore an older building for today's needs while saving the structure for the future. Tax credits and other funding are available through state programs for the rehabilitation of historic properties.

To enhance the historic character of the Village, it is recommended that steps be taken to identify historically significant structures; consider restoring or preserving a key residence or two (perhaps former coal miner's housing), maintain/reuse historically significant buildings such as the opera house, police station; and evaluate the need for and benefits of establishing a historic preservation ordinance and commission.

DOWNTOWN REDEVELOPMENT INITIATIVES

At the heart of the Village, the downtown area is the primary commercial district, providing a variety of goods and services such as banking, dining, retail services, and auto-services. It is also home to other essential elements of the community, including a memorial park, the Village Hall, the post office, the Police Department and several historical buildings. Although the downtown area offers viable businesses and services, it also presents a wealth of opportunities to expand on its historical linkages and create a unique place that sets it apart from other downtowns. Older buildings and under-utilized property provide for redevelopment opportunities that could enhance the appeal and viability of the downtown area.



“Existing commercial businesses located along the Broadway Street corridor. Older buildings and under-utilized buildings provide redevelopment opportunities that could enhance the appeal and viability of the downtown area.”

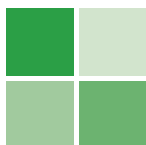


Business Retention/Attraction

The Village should continue to provide support to successful businesses within the downtown area to ensure the business owners recognize the Village's intent of keeping them in downtown to enhance its character and economic development. It is also important to encourage in-fill development and redevelopment of vacant and underutilized properties to make use of existing downtown infrastructure. Lastly, it is necessary to attract professional offices that will locate their practices in downtown Coal City not only to provide convenience in close proximity to the neighborhoods surrounding the downtown area but to establish and reinforce the need for businesses such as restaurants, retail and additional support services that can also benefit from the office traffic.



“A grocery store has been a long-time business within the downtown area.”



Downtown Area Enhancements

To further development of a tax base and enhance the prosperity within the Village it is of vital importance to create a strong and unified visual content within the downtown area. This not only enhances the individual character of the Village, distinguishing it from the neighboring areas, but also increases the sense of pride that the residents feel towards their Village. Beautifully designed plazas and roadways serve as focal spaces for community life. Increased interaction and attractiveness can encourage businesses to locate within an area.

Other suggestions that could produce more immediate enhancements along Broadway Street include the use of decorative street lighting and street furniture, decorative pavement, landscaping and landmarks. The use of the street furniture, such as benches, planters, and trash receptacles would help in visually unifying the area. The furniture placed along the sidewalks would act as social nodes and allow for greater outdoor interaction of the Village residents. To minimize the economic impact of the cost of the street furniture to the Village a program may be established so individuals or organizations may sponsor the furniture. Recognition should be given to the sponsor in some form, such as a plaque.

A decorative paving scheme can create an ambiance unique to the downtown. The scheme will create a unifying visual pattern in the paving through material changes. These material changes distinguish the sidewalks from parking and from the roadway. This serves both an aesthetic as well as a functional purpose. Brick lined sidewalks and curbed parking provide for clear edges and separate pedestrian uses from vehicular uses.

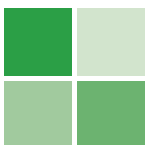
Aesthetically pleasing and durable landscaping serves to complement the street furniture and beautify the downtown. During the summer months the trees would provide shade to the sidewalks and building facades. The foliage should be a mix between evergreens and deciduous trees. Flowering trees can add decorative depth to the areas and avoid the monotony of a single species. Root structure, leaf litter and maintenance should all be considered when determining suitable plant species. It is recommended that a landscaping scheme be developed for the downtown section of Broadway Street. The scheme could be expanded to include the entire Village at a later time.

Parking

Parking in downtown areas is generally a concern for most communities. As the downtown area begins to redevelop, a downtown parking analysis should be conducted to determine whether the downtown area is under- or over-served by parking. In the case of a parking deficiency, determine potential sites for additional parking. An example could include replacing parallel parking on the west side of Broadway Street with angled parking, because it affords the largest number of spaces that will fit in the current road right-of-way. In the case of a parking surplus, analyze the redevelopment concepts to convert excess parking areas into more serviceable uses (e.g. new businesses, open space, etc).

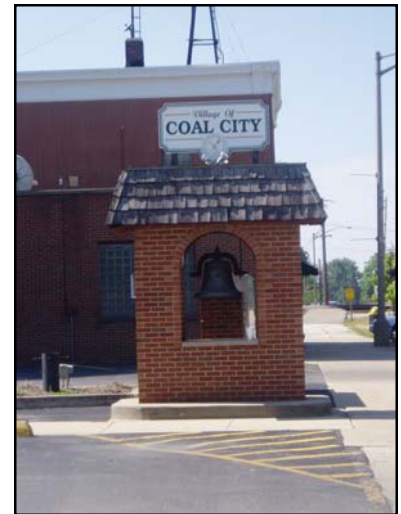
Historic Character

The creation of a prominent landmark would provide a symbol for the Village. Refurbishing and integrating historic landmarks can create identification for the downtown area. An example of a current landmark in the



downtown is the bell in front of Village Hall. A town clock is another example of a possible landmark that could provide a focal point for the downtown. The use of murals and public art can enhance the attraction of the historic character of the community. Also, the Village should consider secondary uses for existing structures when feasible, such as an a historical museum for the Village, a community center, or an agricultural or coal mining education center for local schools.

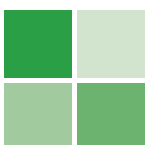
The Main Street approach is a good way to organize a community and preserve the physical, historical and cultural heritage that the community has in the downtown. The National Main Street Center is a federally supported program on a statewide basis, which is designed to offer technical training and skills in preservation and economic development to municipalities with a population greater than 2,000 but no larger than 50,000. A designated Main Street community has a Main Street Coordinator who is in charge of all Main Street programs and organization within that community. The local Main Street office establishes four committees to accomplish the program's goals.



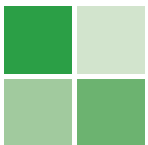
“The fire bell is a recognized historical landmaek on Broadway Street.”

- The Organization Committee's goal is to increase membership, organizational skills, volunteers, and education of the Main Street goals and activities.
- The Promotion Committee's goal is to create a positive image by strengthening the downtown as the center of activities, goods, and services.
- The Economic Restructuring Committee's goal is to strengthen the existing business district while recruiting specific types of business that will improve the overall marketability downtown.
- The Design Committee, whose goal is to improve the physical appearance of the Main Street District.

The state office offers technical, training and organizational assistance to the four committees through scheduled workshops, seminars, meetings and training sessions. It is important to keep in mind however, that the Main Street Approach is incremental and will not produce immediate change within the downtown area.



INSERT CORE AREA CONCEPTUAL
FRAMEWORK PLAN MAP



IV. FUTURE LAND USE

The purpose of designating future land uses is to create an enjoyable place for the residents to live and work and to attract more people to the community. Coal City is a desirable place for residential, commercial and industrial growth. Compact and contiguous growth meets the needs of future growth while promoting a pleasant, livable environment. The Village has a responsibility to ensure adequate housing options for its residents. Development calls for the utilization of additional land. Annexation of adjacent land allows the Village to expand over time.

Coal City should annex land, when it becomes available, however it should be done with caution, so that the available services are able to meet the demands of the increased land area and use. Contiguous growth is beneficial to the Community because services are more easily extended with less cost. To remain within a manageable size, the Village should only annex small amounts of land area at any one time. By doing so will not allow development to expand beyond the financial means of the Village. As the surrounding Villages continue to grow, boundary agreements and/or furthered coordination and cooperation among the Villages will be necessary.

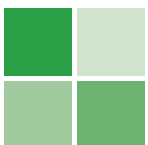
Promoting compatible growth establishes positive relationships between land uses, aesthetics and the environment. Future development should be done in accordance with protecting wildlife habitats, retaining open space, preserving wetlands and floodplains, preserving historic buildings, and maintaining Community character.

Coal City has a responsibility to ensure that the housing needs of the community are met in terms of affordability and quantity. By supplying a variety of housing options Coal City can diversify and grow. Housing stock should vary in terms of the sizes, the prices, ownership, and architectural styles. Single-family residences as well as multi-family residences should be incorporated into the future growth of Coal City. Multi-family housing can range from duplexes and townhouses to apartment buildings and condominiums.

Senior housing, whether age-targeted or age-restricted, should be encouraged. The older residents provide a living testimony to the history and culture of Coal City. It is important to provide housing opportunities that meet their needs so that they can remain members of the community.

To sustain the economy of the Village commercial and industrial development is critical. It is vital for a municipality to have a diversified tax base. Businesses and shopping in Coal City should serve and meet the demands of the residents. Industrial development has shifted over time from heavy manufacturing, or smokestack industries, to light processing and warehousing. The encouragement of industry into town does not imply inviting heavy polluting industries. Rather it is a way to diversify the tax base and provide local employment opportunities.

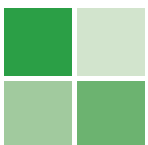
To assist in the evaluation of development proposals, the Village should work with the National Resource Conservation Service (NRCS) to utilize a Land Evaluation and Site Assessment (LESA) system. This two part system provides information on the agricultural value of existing farmland, along with a site assessment that considers other land development criterion. For more information on LESA refer to the website www.nrcs.usda.gov/programs/lesa.



LAND USE CATEGORIES

The land use categories shown on the Future Land Use Plan are described below:

- **Agricultural.** The agricultural land use category is intended to encourage the preservation and protection of economically viable agricultural land. This category discourages the premature development of vacant or agricultural lands.
- **Low Density Residential.** This residential category represents opportunities for low density, estate type single-family development. Low density areas represent areas of future residential expansion that typically does not include the provision of municipal sewer and water services. This category is generally located near the perimeter of a community's planning area and can serve as a means for a community to maintain its rural character as growth occurs. This land use also provides a community the ability to distinguish itself from its neighbors. Densities in the low density residential category shall not exceed 1.00 dwelling unit per acre.
- **Medium Density Residential.** This category represents new single-family homes constructed on lots greater in size than the traditional neighborhood but less than the lot sizes of the low density category; medium density also allows duplex units when developed in conjunction with single family homes. In these types of developments, municipal utilities such as sewer and water are provided. Densities in the medium density category shall not exceed 2.7 dwelling units per acre.
- **Village Residential.** This category represents the existing or more traditional neighborhoods of the Village located within or in close proximity to the downtown area. It allows for the established mix of single family homes and multiple family residences as can be found in the established, older part of the Village. No additional or new areas have been designated for Village Residential. Densities in the village residential category shall not exceed 5.00 dwelling units per acre.
- **High Density Residential.** This category represents new residential development that includes a combination of smaller lot single family detached, townhomes and rowhouses. Densities for the high density residential category shall not exceed 6.00 dwelling units per acre. Senior housing may require higher densities and shall be reviewed accordingly to ensure compatibility with surrounding properties. More recently constructed apartment buildings are also included in the high density category.
- **Mixed-Use.** This category is designed to provide opportunities for a variety of potential uses, including mixtures of retail, office, institutional and limited residential development as found primarily within the downtown area.
- **Commercial.** This commercial category is intended to provide for regional and local retail developments which offer a wide range of goods and services in locations which abut or front onto arterial or collector roadways. Future developments shall incorporate full- and limited-access driveways and cross access between lots and adjacent commercial properties as determined by the Village Engineer and/or respective agencies with jurisdictional control.



- **Commercial/Office Park.** This category allows for a mix of commercial and office uses in a planned development setting. It is the intent of this category that the primary land use is professional-type office, with businesses that are ancillary or complementary to office-type development.
- **Business Transition.** This category allows for the conversion of certain residential structures along Route 113, Broadway Street and along the railroad into professional offices and low intensity commercial/service uses, and serves as a buffer between the roadways and residential neighborhoods. It is the intent of this category to preserve the residential character of the structure while incorporating minimal parking areas, lighting and signage to identify the property as a business or service.
- **Parks/Open Space (Public).** This category includes passive and active recreational and open space areas generally accessible and usable by the public, and environmentally sensitive areas targeted for protection from development. While these environmental features are often preserved for their aesthetic qualities, they also provide natural functions such as flood storage and conveyance, pollution control, and wildlife habitat. Open space boundaries shown on the map are only conceptual; appropriate boundaries for a particular open space shall be determined based on specific analyzes at the time of pending development of nearby properties.
- **Open Space (Private).** This category of open space includes passive and active recreational areas that are privately owned and only accessible through membership.
- **Municipal/Institutional.** The Municipal/Institutional land use category encompasses those lands owned and operated by federal, state, or local governments as well as public and private educational facilities, cemeteries, churches, hospitals, nursing homes, or other non-profit facilities.
- **Light Industrial/Business Park.** This land use category provides opportunities for nuisance-free industry, warehouses and offices preferably in well-designed, attractive buildings with appropriate landscaping. These uses are primarily located near arterial or collector roadways. High tech, engineering, office and research uses are particularly appropriate for this category. It is envisioned that most new industrial development will occur within planned business parks in a campus setting.

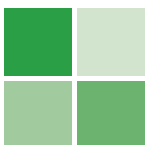
DESIGN GUIDELINES

Residential

The Village has adopted specific residential design guidelines that are applicable to all new residential planned unit developments and annexations. The design guidelines provide direction to landowners, developers and builders to ensure that all future residential development reflects a collectively endorsed set of standards for high quality land planning, architecture, open space and landscaping. In addition, the guidelines include a density bonus system which provides a landowner, developer or builder the ability to increase density in a plan if they choose to incorporate additional features into their proposal. For example,



“Homes that incorporate several of the design elements recommended in the Village’s Design Guidelines.”



creative land planning such as curvilinear street design, conservation design or traditional neighborhood design, can allow for an increase in density from 8% to 20%. Other features relate to architecture, garage and landscape design and the use of upgraded driveway materials. The determination for the amount of density bonus shall be reviewed by the Planning and Zoning Board with a recommendation forwarded to the Village Board for final consideration.

Commercial

New commercial is planned at high profile locations such as at major intersections or along highly traveled roadways within Coal City. These locations warrant attention to design details to ensure that the quality of development is reflective of the community vision. These projects should project a positive image for the Village, and should be designed with appropriate buffers from surrounding residential development. As with the residential design guidelines, commercial guidelines can provide a means to clearly indicate to the development community what type of standards the Village expects in new development. Guidelines can address site design, architecture, signage, lighting, landscaping, pedestrian access/connection, public places, etc. Coal City is currently researching various design guideline standards for commercial development. It is recommended that the Village continue moving forward with the creation and adoption of commercial design guidelines.

Business Transition

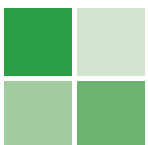
As indicated on the Plan, there are areas within the Village where residential structures should be allowed to convert to a low intensity commercial or service uses. However, it is critical that the residential character of these structures and their associated lots be preserved to be compatible with the remaining adjacent residential uses and the changes of the respective corridor. It is recommended that no substantial alteration to the exterior of any converted structure be allowed, unless these alterations represent an effort to restore original quality and residential character of the existing structure or unless the alterations are necessary to bring the structure up to code to accommodate the change in use. Off-street parking should be located in a rear or side yard only.



“Examples of adjacent homes on Broadway Street that could be converted into future commercial or service uses.”

When two converted residential properties adjoin, a shared driveway and unified parking area should be encouraged. Appropriate buffering should be provided between existing residential and business transition areas. All parking areas should be screened from view of the neighboring residential uses through fencing, landscaping or a combination of both. The Village may require additional landscaping to enhance the residential character of the site and to preserve and enhance the quality of the streetscape.

Signage should be limited to a single freestanding, monument style sign incorporating year-round landscaping around the base. Exterior lighting should be limited in height and not direct any glare on or toward adjacent properties. Both signage and lighting should be designed and scaled to maintain the residential character of the property and remain sensitive to neighboring residential uses.



FUTURE LAND USE TABLE

The planning area as illustrated on the Future Land Use Plan encompasses approximately 23 square miles. The following table (Figure D.) provides a summary of the proposed future land uses.

Figure D.

Land Use	Total		Within Planning Area Outside Core Area		Core Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Low Density Residential	722	4.8%	722	5.0%	0	0%
Medium Density Residential	3,662	24.5%	3,560	24.5%	102	25.2%
High Density Residential	273	1.8%	271	1.9%	2	.5%
Village Residential	413	2.8%	270	1.9%	143	35.2%
Municipal/Institutional	286	1.9%	275	1.9%	11	2.7%
Commercial	698	4.7%	657	4.5%	41	10.1%
Commercial/Business Park	186	1.2%	186	1.3%	0	0%
Business Transition	17	0.1%	0	0%	17	4.2%
Mixed Use	28	0.2%	0	0%	28	6.9%
Light Industrial/Business Park	2,182	14.6%	2,143	14.7%	39	9.6%
Agricultural	1,833	12.3%	1,833	12.6%	0	0%
Parks/Open Space (Public)	2,345	15.7%	1,960	16.0%	22	5.4%
Open Space (Private)	2,300	15.4%	2,300	15.8%	0	0%
TOTAL	14,945	100.0%	14,540	100.0%	405	100.0%

Population Capacity

Population trends and development patterns are key factors in determining how much the Village's total population will grow in the future. Population estimates provide a basis for determining the appropriate allocation of resources to establish new schools, parks and services such as water, sewer, police and fire protection.

Based on full build-out of all designated residential areas (using average densities, and reducing the overall acreage by 30% to account for roadway/right-of-way and infrastructure improvements) depicted on the Future Land Use Plan Map, the total population of Coal City could reach as high as 22,127 residents. Figure E. summarizes Coal City's population capacity based on full build-out of the residential land uses identified on the Future Land Use Plan. This ultimate population should be viewed more as a holding capacity than a projection. As shown in Figure F., viewed from the perspective of previous population growth trends, Coal City's population could reach 9,595 by 2030, assuming the Village maintained a steady 26% population increase (average growth rate that occurred between 1980-2000). A population estimate using growth trends can be substantially lower and more realistic than the full build-out calculation since it takes into consideration the conditions that affect growth and development over time.

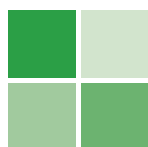


Figure E.

Land Use	Acres	Average Density	Average Household Size	Population Capacity
Low Density Residential	505	0.75	2.68	1,015
Medium Density Residential	2,563	2.25	2.68	15,455
High Density Residential	191	5.00	2.68	2,559
Village Residential	289	4.00	2.68	3,098
TOTAL	3,548	-	-	22,127

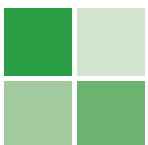
Notes:

1. *Average household size based on 2000 US Census data*
2. *Acres of residential land use have been reduced by 30% to account for roadway/right-of-way and infrastructure improvements.*

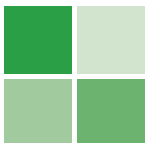
Figure F.

Year	Population
2000	4,797
2010	6,044*
2020	7,615*
2030	9,595*

* *Population estimate based on an average growth rate of 26%*



INSERT FUTURE LAND USE PLAN MAP



V. FUTURE TRANSPORTATION NETWORK

The Future Transportation Plan illustrates an efficient transportation network to adequately serve the community. In addition, proper maintenance of the transportation network will ensure that local roads adequately serve the present population while exhibiting the benefits of their accessibility and visibility to attract future private development. The various transportation concepts illustrated on the Future Transportation Plan are described below.

ARTERIALS

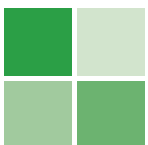
Arterial roads are intended to provide a high degree of mobility and function as the primary travel routes for vehicles entering, leaving, and passing through urban areas. They are intended to carry high volumes of traffic at high operating speeds and have capacity to operate at high levels of service. Although arterials do serve such major developments as central business districts, large commercial centers, industrial/business parks and residential areas, access management is essential to preserve capacity. There are two primary arterial roadways indicated on the Future Transportation Plan, Route 113 and Reed Road. Both roadways provide connection to Route 47 and provide interchanges with I-55. Route 113 is under the jurisdictional control of the Illinois Department of Transportation (IDOT). Therefore, all future improvements and accesses will be subject to IDOT's review and approval. It is expected that Reed Road will become a County Road in the future. Right-of-way should be preserved or acquired accordingly as new subdivisions and development occurs along both roadways to ensure that future roadway improvements can be made accordingly. Typically, a minimum right-of-way width for an arterial road can range from 120-150 feet with additional right-of-way needed at strategic intersections to accommodate turn-lanes and signalization. For an arterial roadway, a typical cross section can be 5-6 lanes depending on projected traffic counts, land use patterns and needed improvements.

Though not located within Coal City, the Braceville Comprehensive Plan indicates two possible options for an additional interchange in the region. The Plan identifies a possible interchange location on Berta Road and one on Braceville Road. Either interchange can have secondary benefits for Coal City in terms of economic development efforts. Due to the size of Coal City's planning area, the Berta Road interchange has been referenced on the Plan.

COLLECTORS

The collector street system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that serve to link high-level arterial roads to lower level local streets. Operating speeds are typically lower on collectors than arterials and should have limited continuity to discourage through traffic but still provide for local movement of vehicles between residential, commercial, and industrial areas of the community. The collector system provides for some direct land access, but to a more limited degree than local streets. When a collector road is located within a residential neighborhood, it is recommended that driveway access to private lots be prohibited.

Given the current layout of the existing road network through the Village and future planning area, collectors



roads will be classified as “major collectors” and “minor collectors”. It is recommended that collector road rights-of-way be preserved or acquired through subdivision dedications and that a width between 80-100 feet be provided, depending on the roads classification. For a major collector, the right-of-way width can be wide as 100 feet to accommodate a 4-lane cross section, and for a minor collector the right-of-way width can vary between 80-100 feet to accommodate a 3-lane or 4-lane cross section, depending on the land use patterns and needed improvements. Additional right-of-way may be needed at strategic intersections to accommodate turn lanes and signalization and in other areas as necessary to accommodate roadway re-alignments. It can be anticipated that some of the designated collector roads will become County roadways in the future and subject to their jurisdictional control for improvements, access and maintenance. These roadways will be further defined upon completion of an overall Grundy County Transportation Plan.

At this time, the Future Transportation Plan identifies Major and Minor Collector Roads as follows:

- ✓ Broadway Street (Major)
- ✓ Jugtown Road (Major)
- ✓ Whitetie Road (Major)
- ✓ Berta Road (Minor)
- ✓ Will Road (Minor)
- ✓ Spring Road (Minor)
- ✓ Grand Ridge Road (Minor)
- ✓ Carbon Hill Road (Minor)
- ✓ McArdle Road/North Street (Minor)
- ✓ Coal City Road (Minor)

It can be anticipated that as future development occurs, there may be additional local collector roads created. Future local collectors have not been identified on the Plan because their locations cannot be determined at this time.

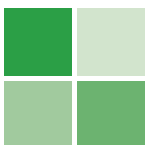
LOCAL STREETS

Local streets typically carry low volumes of traffic at slow speeds to provide for safe and convenient access to housing areas and other land uses. Local streets also serve a social function for residents. Neighborhood streets are often a place where residents bike or walk when sidewalks are not provided. Local streets also provide direct land access. Movement along local streets is incidental and involves traveling to or from a collector roadway. Therefore, trips lengths on local streets are typically short. The local street system is also typically planned to ensure that all neighborhoods are accessible by at least two routes for emergency and service vehicles.

Guidelines for Local Streets

- ✓ Local streets should be protected from through traffic.
- ✓ Local streets should be protected from vehicles traveling in excess of 30 mph*.
- ✓ Local streets should be protected from parking unrelated to residential or commercial activities in the neighborhood.

All streets not identified as arterials or collectors on the Plan are classified as Local Streets.



* It is recommended that the Village consider implementing the “Drive 25 Keep Kids Alive” initiative. An important part of this initiative includes reducing speed limits in residential neighborhoods to 25 mph.

ROADWAY IMPROVEMENTS & EXTENSIONS

Route 113 (Division Street) is under the jurisdiction of IDOT for future improvements and maintenance and therefore the Village will need to work with IDOT closely as new development occurs along the roadway. Coal City will continue to improve roads throughout the Village as the budget allows.

The Future Transportation Plan identifies a potential roadway extension for Grande Ridge Road from Jugtown Road to Berta Road. Since the roadway parallels the creek, the actual alignment of the future connection may differ slightly from the Plan. What is key to recognize is that an additional east/west roadway is considered in this area. As a minor collector roadway, the extension is needed to provide orderly and efficient circulation in the long term.

RAILROAD CORRIDOR/CROSSINGS

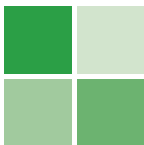
The railroad corridors are predominant features within the Village. Therefore, an in-depth analysis should be conducted on how to effectively incorporate the railroad as a multi-faceted asset to the community (not just a means of product transport). Methods should be developed to transform the railroads from a physical division of the Village to community features that bind the Village together.

To reduce the impact of the railroad on future land uses, it is recommended that a minimum fifty (50) foot wide buffer area be provided on either side of the railroad right-of-way. This buffer area should incorporate fences, hedgerows, and other landscaping techniques to provide a safe buffer for land uses, other than industrial, adjacent to the railroad.

There are numerous at-grade crossings throughout the Village. The safety of these crossings should be evaluated to ensure safe travel by vehicles, pedestrians, and bicyclists and each should be upgraded as necessary. The Village must work together with the railroad companies who own the rights-of-way. In locations where only warning lights exist at the crossing, gates may need to be installed. **Figure G.** identifies the condition of each existing railroad crossing in the Village’s planning area.

Figure G.

Condition of Existing Railroad Crossings	
Flashing Lights and Gates	Flashing Lights Only
Broadway Street	Oak Street
Route 113	Reed Road
Mazon Street	Spring Road
Kankakee Street	
5th Avenue (both)	
Jugtown Road	
Carbon Hill Road	



Given the volume of rail traffic on the BNSF railroad, it would be desirable to have a grade separated (underpass or overpass) crossing within the Village. The Village should work closely with the Grundy County Highway Department as they evaluate the regional transportation system. While it would be ideal from a transportation perspective to have a bridge along Division Street/Route 113, existing development suggest a bridge would be very difficult. Within the Village's planning area, a grade-separated crossing(s) should be pursued. Options along the BNSF would include Jugtown Road or Carbon Hill Road. With the future development of an intermodal facility to the north, it can be anticipated that rail traffic will increase significantly through the Village. Spring Road would be another option, but lower traffic volume on this roadway reduces the cost/benefit of a Spring Road location. Although outside the Village's current planning area, another grade separated crossing at Reed Road and the BNSF should also be endorsed.



“Railroad crossing on Route 113 (above) and Broadway Street (below) are improved with flashing lights and gates.”

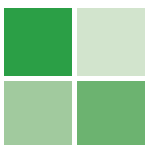
A grade-separated crossing might also be considered along the SPCL rail line on Reed Road in the future given that Reed Road is designated as an arterial roadway intended to serve as a major east/west connection between Route 47 and I-55. To avoid creating another Route 113, it would make sense to ensure that the flow of traffic can be maintained along the entire length of the corridor. These grade crossing locations have been identified on both the Future Land Use Plan and Future Transportation Plan so that site planning and access layout can be designed accordingly.



TRUCK ROUTES

The designated truck routes through the Village are Route 113, Broadway Street and Reed Road. As new commercial and industrial development occurs along each of these corridors necessary roadway improvements will need to occur to accommodate the increase in both vehicular and truck traffic. Given the full interchange at I-55, it can be anticipated that Reed Road will remain a truck route and extend west to Route 47.

Broadway Street is a designated truck route from Route 113 (Division Street) to Reed Road and also serves as the main corridor for the downtown area of the Village. The downtown areas of communities are typically pedestrian oriented and include on-street parking. This Plan references the downtown area as an important economic opportunity and encourages the creation of a separate Downtown Plan to ensure that overall design, parking and access remains effective for a pedestrian friendly environment. Since an increase in truck traffic can impact the ability to create a pedestrian friendly environment, the portion of the truck route designated along Broadway Street, between Route 113 and Spring Road should be eliminated. Alternative routes to consider include Jugtown Road and Will Road (in Diamond) both of which are two (2) miles to the west and east, respectively.



PEDESTRIAN & BICYCLE PATHS/TRAILS

Paths and trails provide pedestrians and bicyclists with recreational opportunities and an alternative to road transportation. They also connect parks, open spaces, schools, and other community facilities to ensure that path/trail users are able to travel from one location to another on a safe, continuous pedestrian/bicycle-dedicated network. The Tipple Way Trail (located within the ComEd Easement) has been installed south of McArdle Road/North Street and north of the BNSF Railroad. It is the intent of the Village to expand the Tipple Way Trail to the north and south as development occurs adjacent to the ComEd easement. As development proposals are reviewed and approved, additional means for path/trail connections will be required to the Tipple Way Trail; existing and future greenways, open space and parks; schools; and regional recreational facilities (Coal City Area Club, Goose Lake, I & M Canal).



“The Tipple Way Trail”

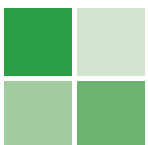


“Future paths/trails shall be constructed of asphalt (as shown) or concrete. “

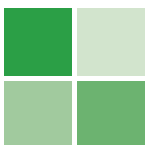
In 2006, an informal committee of village officials and staff from Coal City, Carbon Hill, and Diamond initiated discussions on the creation of a trail system that could link the various communities and as well connect them to regional recreational amenities. The committee approached the Coal City School District, for support in creating a pedestrian path/trail system for the Safe Routes to School Grant Program. This 3-year program would allow the Village to apply for funding to construct eligible portions of pedestrian paths (sidewalks) or trails that afford elementary, middle and intermediate school students an opportunity to travel safely to their designated schools. Since travel on pedestrian paths/trails is not limited to only school-age children, this effort has been expanded to include an overall trail plan throughout the entire Village that will allow residents and visitors safe and continuous access to community

facilities and amenities. A combination of both on- and off-street trails have been identified on the Communities Facilities and Trails Plan. It is intended that the majority of the proposed trail system be off-street along one side of the street in lieu of a standard sidewalk. Within the existing, older parts of the community the trail system will be designated on-street, with signage and/or striping to alert drivers that the roadway is to be shared with bicycles. Though a portion of the bike paths/trails could be funded through the grant program, it is also anticipated that developers will be obligated to construct those portions of the bike path/trail system adjacent to their proposed developments.

To provide sufficient space for future bike paths/trails, the recommended minimum width of an improved trail surface shall be eight (8) feet. The actual access easement may be twenty (20) feet in width to allow for adequate “fall zones” on either side of the trail. For trails located along roadways, the easement width may be less. Though the existing portions of the Tipple Way Trail are constructed of crushed limestone, continued extensions and future pedestrian paths/trails shall be constructed of asphalt or concrete depending on location.



INSERT FUTURE TRANSPORTATION PLAN MAP



WAYFINDING & WELCOME SIGNAGE

Wayfinding Signage

Wayfinding signage is generally a means of directing residents and visitors through a community to key facilities, such as the Village Hall, Police Department, schools, parks or library, or places of interest. A wayfinding system for Coal City can be a very effective tool for the Village to use to help people navigate through downtown as well as boost local economic development. Within the downtown area, signs can provide direction to specific destinations while information kiosks can recount stories of the Village's past. Outside the downtown area, signs can provide direction to visitors as they find their way through the Village. Using signs and information kiosks, a wayfinding system should include the following elements:

- **Similar Materials** - The use of similar building materials offers visual cues that people can recognize and relate quickly, which helps them understand that certain signs and information kiosks are part of an overall system.
- **Unifying Elements** – Unifying elements such as a logo, uniform color palette, and uniform kiosks together so that residents and visitors understand that they are all related and part of an overall system.
- **Links to the Past** - Linking the wayfinding system to Coal City's past provides the Village with the opportunity to not only recount its history but also create a system that is unique to the community. Historical pictures and the depiction of historical elements (e.g. mining tools) may be also utilized to illustrate the Village's past. Also, the color palette may include local school colors to enhance community pride.



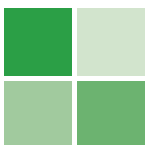
“A wayfinding sign can provide direction to key facilities.”

Welcome Signage

The first impression of an area is both a lasting impression and a representation of the entire experience. There are presently two sign locations (on Route 113, one from the east and one from the west). Welcome signs should be made more prominent by including landscaping that maintains its attractiveness year round. Plant material, coupled with flower colors would attract attention during the day hours, while artistic lighting would draw attention to the signs at night. Welcome signs should be placed throughout the Village in key entrance locations. Since Coal City village limits will continue to expand over time, until such time that final boundaries have been established, it is recommended that “temporary” welcome signage be installed so that as the community grows and expands its limits the welcome sign can be easily relocated until such time that a permanent sign is installed.



“A permanent welcome sign (top) and a temporary welcome sign (bottom) both located on Route 113.”



VI. FUTURE COMMUNITY FACILITIES

MUNICIPAL FACILITIES & UTILITIES

Village Hall

As growth continues and the need for related municipal service increases, the Village will have to evaluate current staffing requirements. With the creation of additional positions to handle the increase in required services, the existing village hall will need to be evaluated for future spacing and its ability to provide an efficient work environment. Maintaining the Village Hall within the downtown area is recommended since it can serve as a central catalyst for bringing people to the downtown. Officials have endorsed this idea with the recent purchase of a property adjacent to the existing Village Hall. Having this additional land available makes an expansion a viable option in the future to meet the long-term needs of the Village. It is strongly encouraged that if the existing building is no longer feasible for its current use, that the building be reused for some other community related purpose.



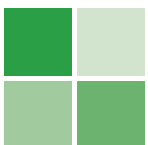
“Village Hall is one of several local destinations along Broadway Street corridor”



Utilities

The Village’s Consulting Engineer, Chamlin & Associates, continues to work with the Village on remaining proactive in planning for future water systems, stormwater management and wastewater collection/treatment. A Water Systems Facility Planning Report dated December 1999, last updated November, 2006 and a Stormwater Management Master Planning Report date March 2000 have been effective tools for monitoring and ensuring that Village systems have capacity to meet the demands of new development.

The waste water for the Village is processed at their plant located on North Broadway Street. The 60 acre site, has been sized and planned for future expansion. It is anticipated that an initial expansion to the existing plant can increase service capacity to approximately 10,000 people. As growth continues in Coal City, the Village has the ability to add a second treatment plant on the existing site, thus further increasing service capacity to approximately 25,000 people. A future expansion to the existing waste water treatment plant should be completed sometime in 2012, or depending on the need based on growth.



PUBLIC SAFETY

Police Department

Over the years, as Coal City has added residents, homes and businesses to the community, the Police Department has taken steps to address the changing needs associated with growth. Some of the past changes included restructuring of the department, the hiring of additional officers, the expansion of services offered, the upgrade of existing equipment, the purchase of new equipment (such as radar, lidar and radios to improve monitoring and communication), and the addition of new technology such as participation in IWIN (Illinois Wireless Internet Network). The Department has also added a bicycle patrol unit.



“The Police Department building has also served as the public library and Village Hall.”

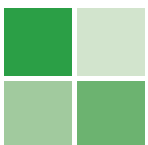
A School Resource Officer (SRO) Program in conjunction with the School District and a Community Policing Program has been in place since 1999. The SRO program places an Officer in the schools to teach crime prevention, monitor students, and facilitate respect for law enforcement. The Community Policing Program encourages the Community to assist the Department in the policing of their neighborhoods.

The Chief of Police oversees all the personnel and operations of the Department. The three main units are patrol, investigations and auxiliary. The officers work 12-hour shifts (7:00 a.m. to 7:00 p.m.); however an additional officer works a 3:00 a.m. to 3:00 p.m. shift to provide expanded shift coverage to the officers that work the typical 12-shift schedule. At this time, the Police Department is staffed with a total of 11 full-time employees (including one full-time assistant). The auxiliary unit assists the Department when necessary, with certain events and assigned duties.

In 2005 and 2006, the Department had 2,225 and 2,405 (as of 12/01/06) calls for service, respectively. With new residential growth and the addition of new businesses in Coal City, it can be expected that the Police Department will continue to experience an increase in the number of calls for service, thus creating a need for additional officers, equipment, vehicles and building space. As the number of officers and amount of equipment/vehicles increases, the Village will need to evaluate the usefulness of the existing police facility and its ability to provide a secure and efficient police work environment. If an expansion to the existing building is not feasible, then a new combined police department/village hall or police department only facility will need to be considered and planned for.

Fire Protection District

The Coal City Fire Protection District encompasses approximately 55 square miles. The District serves Coal City, Goose Lake, Carbon Hill, part of Diamond and a portion of unincorporated Braidwood. The District is comprised of approximately 58 volunteers. The volunteers serve as fire fighters only, emergency medical technicians (EMTs) only or in some instances the District has individuals that serve as both fire fighters and EMTs. Approximately 14 volunteers are paramedics. The fleet of vehicles consists of three ambulances, one tanker, one heavy rescue truck,



one water rescue truck, one 100-foot ladder truck, 3 pumper engines, 1 mini-pumper, 2 brush trucks, a 6 wheel-drive ATV for brush fires and 1 antique truck.

In 2005, volunteers responded to 1035 calls (807 of the calls were for EMS). The EMS is equipped for Advance Life Support (ALS). Due to the unavailability of day volunteers, there would be full staff during the day and volunteers at night. Within the 07/08 budget year, the District will begin to hire full time fire personnel.

The District has been proactive in preparing for growth by working with most of their respective service area communities on establishing an impact fee schedule that is implemented at the time of annexation for all new residential, commercial and industrial developments. Within the next 1-2 years, the District will be looking to construct a second fire station south of the railroad tracks along Berta Road. As growth occurs within Coal City's planning area as defined on the Future Land Use Plan, based on ISO (Insurance Services Organization) location requirements for fire stations, it is possible that an additional (third) fire station will be necessary along Carbon Hill Road.



“The Fire Protection District serves Coal City and adjacent communities.”

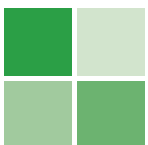
Presently there are 3 emergency warning sirens located in Coal City. These warning sirens are part of the network of warning sirens installed due to the proximity of the nuclear power plant. Presently, these warning sirens are owned by the Village but maintained by Exelon (through agreement). Since warning sirens, in general, are needed for the safety and protection of residents, the District/Village should be prepared to assume maintenance of these sirens in the future should the current maintenance arrangement come to an end. Additional warning sirens should not be necessary, since approximately 85% of Grundy County is covered by the ones currently installed as part of the overall network of

warning sirens. However, another issue to consider, is the fact that these warning sirens are located along a corridor that is impacted by excessive train activity/noise. The standard Db (decibels) for these warning sirens is 70 Db. Given the train traffic that occurs on a regular basis through town, the District/Village should consider completing a sound study along the corridor to determine the impact of combined train and general ambient noise levels as they relate to the standard Db of the emergency warning sirens.

PARKS & OPEN SPACE

Park and open space are invaluable assets to any community. They provide a means of recreation where people can meet and enjoy each other's company within a natural setting. Park systems create a balance between the natural and built environments and provide relaxation and recreational space.

In early 2006, the Village updated their land/cash ordinance for parks to reflect the National Recreation and Parks Association recommendation of 10 acres of parkland per 1,000 residents. The Village currently has approximately 71 acres of designated parkland, however only 13 acres are currently usable parkland. The Big Timber Drive Park (+/- .50 acres) and Wetland Park (57 acres) are designated for future park opportunities. The creation of a Master Plan for the Wetland Park can ensure that a combination of both active and passive recreational amenities will be provided. A phasing schedule for future improvements would also be helpful to establish park amenities over time until completion. **Figure H.** illustrates that based on the anticipated population growth for the Village at build-out, approximately 221 acres of land should be devoted to parkland. It is recommended that a combination of



community and neighborhood parks be provided. Parks should be located within the area they serve. For example, neighborhood parks are generally small in size, they serve residential areas and should be located within the neighborhood; community parks are generally larger and should be centrally located within the community for use by a majority of residents. Each new residential area should have a neighborhood park and as the Village grows new community parks should be added as needed. A neighborhood park should have be a minimum of five (5) acres in size, whereas a community park can range in size from a minimum of twelve (12) acres up to thirty (30) acres.

The Future Land Use Plan identifies recommended park locations for 16 neighborhood parks and 2 community parks, however the Village will ultimately determine the type, size and location of any new park sites.

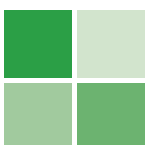
Figure H.

Residential Land Use Classification	Total Population	Park Acreage
Low Density Residential	1,015	10
Medium Density Residential	15,455	155
High Density Residential	2,559	26
Village Residential	3,098	31
TOTAL	22,127	221

Maintenance needs to continue for the existing parks and open space, such as the ballparks and soccer fields that are presently part of the Village. Regular maintenance such as painting and upgrading playground and recreation equipment should be made a priority. Current parks and open space are maintained under the direction of the existing Park Board, however, establishment of a Park District may be appropriate in the future as the population increases and the parks and open space systems expand.

Natural Open Space

Natural open spaces provide areas for passive enjoyment of nature and preservation of delicate environments such as wetlands, floodplains and endangered wildlife habitats. Natural open space should be designated in areas that the Village would like to preserve. Greenways are linear forms of open space. Greenways can also act as buffer strips between incompatible land uses. Landscaping in these greenways provides for attractive and effective buffering, shielding residents from noise or unsightly views next door. Greenways that have an active use serve as linear parks. Within these greenways a multi-purpose path would provide numerous opportunities. A path through the greenway would allow for various activities such as walking, running, bicycling, and skating. The proposed network of greenways would connect the parks and open space within the Village. Areas of new development should incorporate the greenway system. The new greenway system can connect to the Village through sidewalks and streets. A possible connection to regional bike paths, via the Commonwealth Edison right-of way, would link Coal City to other communities.



Forest Preserve District

The potential for a Forest Preserve District is currently being explored in Grundy County. Similar Districts in neighboring counties have provided residents with excellent recreational and educational opportunities which are difficult to provide at the municipal level. Such a Forest Preserve District could work well with Coal City's local park facilities to provide residents with a much wider range of public recreational choices. A county-wide referendum will be required to create a Forest Preserve District.

The Plan also promotes connectivity of open space. This connectivity should be both local and regional. Locally the Plan calls for linkage of community facilities through an extensive trail system. Regionally, open space along creeks and drainage areas can provide important connections to a future county-wide open space system.

SCHOOLS

The Village currently has four instructional facilities: an elementary school (640 capacity; pre-K to 3rd), an intermediate school (capacity 550; 4th-5th); a middle school (capacity 600; 6th to 8th), and a high school (capacity 810). A new Early Childhood Center to relieve the capacity pressures of the elementary school will be operational by the 2008/2009 school year (capacity 600; pre-K to 1st). The District has also purchased 154 acres of land located at the southwest corner of Spring and Berta Roads for a future school campus when needed.

In July, 2006, the District approved a resolution committing to maintaining class size limits for its students. The Board of Education feels strongly that a reasonable class size provides a more optimal learning environment. In combination with the 2005 Strategic Plan, the District has been proactive in looking to the future and making preparations for anticipated residential growth. Though there are several communities within the District, Coal City will have the greatest impact overall.

Based on full build-out population of the Village's defined planning area, the table in **Figure I.** below lists approximately 181 land acreages needed to accommodate student population growth within the planning area. These projections are estimates based on average densities of the residential land use areas. Based on the 2005 Strategic Plan, existing schools will accommodate the anticipated student population growth as much as possible; however, new schools will need to be built as existing facilities reach full student and building expansion capacity. The School District has been diligent in performing studies and analysis to determine their future needs, however they have based these studies on the amount of land available for residential growth at the time of the study. With the recent land purchase, the District has acquired a considerable amount of the land that is necessary to accommodate future student growth within the Village's planning area. The District will ultimately determine the need for, and type, size and location of any new schools sites within the planning area.

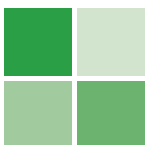


Figure I.

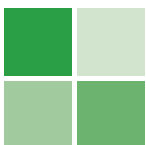
Residential Land Use Classifica- tion	Total Land Acreage	Residential Density (du/ac)	Total Dwelling Units	Elem. School		Jr. High School		High School	
				Total Students	Total Acres	Total Students	Total Acres	Total Students	Total Acres
Low Density Residential	505	0.75	379	201	4	113	2	136	3
Medium Density Residential	2,563	2.25	5,767	3,056	61	1,718	33	2,076	42
High Density Residential	191	5.00	955	506	10	285	5	344	7
Village Residential	289	4.00	1,156	613	12	344	7	416	8
TOTAL	3,548	---	7,101	4,376	88	2,460	41	2,556	51

PUBLIC LIBRARY

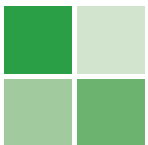
When the building plans for the existing library were developed (in 1988), it was anticipated that the building would meet the District's needs for 20 years. Since the building was divided into a three-phase plan, there remains a building expansion opportunity if necessary. The District also recently purchased a vacant lot adjacent to the current property for future parking lot expansion.

The library is presently a full-service facility. In 2005, the library held 507 programs; and the meeting room was used 109 times for non-library meetings. The programs are available to adults, children and teens. Within the last year, there has been an increase in the number of registered library cards per month, an increase in total circulation statistics, and an increase in teen program attendance. To ensure that the services are meeting the needs and expectations of residents, the District completes user and community surveys on a regular basis. For the future, it is anticipated that the library will work to expand its existing services so that availability can be provided to more residents.

The District is in the process of completing a Growth Study and Impact Fee Study. Depending on the results of the Growth Study and Impact Fee Study, a Building Study may need to be completed in the future.



INSERT COMMUNITY FACILITIES & TRAILS MAP



VII. PLAN IMPLEMENTATION

The Comprehensive Plan is a statement of policy, expressing the goals and objectives of the Village to develop a well-planned community and maintain a high quality of life for its residents. The Plan is a fluid document, and not meant to be an end unto itself, emphasizing its impact on sustaining Coal City's growth management process.

The Comprehensive Plan is part of an ongoing growth management process that is needed to ensure effective implementation of the Plan and review of new development in the Village. The purpose of the Plan is to influence the rate, amount, type, location and quality of future development within the community. Effective growth management is the product of combining the recommendations and objectives outlined in this Plan with implementation tools described in this section. Decisions on funding and regulatory controls are typically made during the implementation phase of the comprehensive planning process.

Adoption of the Comprehensive Plan does not signal the end of the planning process in Coal City. Rather, it signals the beginning of a process of continuing implementation whereby the Plan serves as a guide for the Village to make decisions affecting the future of the community. This requires that Village leaders and the community be familiar with and generally support the major tenets of the Plan. Therefore, it is important that the Plan be well publicized, understood, and supported by the entire community for it to be recognized as a practical and effective guide for the Village. It is also important to keep in mind that the Plan is not static. The Village must periodically re-examine and update the Plan as conditions and community needs change.

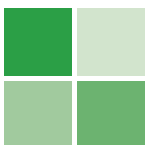
IMPLEMENTATION ACTIONS

Plan implementation consists of a variety of activities that will collectively ensure that the Village grows and develops into a well-planned community. Implementation tools represent proactive activities that the Village should undertake to generate the types and character of development that foster a well-planned community with a high quality of life. In addition to devising a set of implementation tools, the Village will also need to review and modify existing Village regulations to implement policies and recommendations outlined in this Plan.

The implementation phase of the planning process begins when the Village Board adopts the Plan. Adoption of the Plan then initiates the implementation of the recommendations and objectives outlined in this Plan. Since the implementation phase will require time and effort on the part of the Village officials, as well as sensible allocation of the Village's financial resources, the Village Board should prioritize all activities to be carried out. To facilitate the implementation of the Comprehensive Plan, the Village should also consider the following activities:

Actions Recommended Within Next 1-2 Years

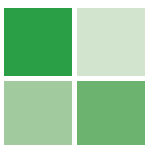
- **Update & Revise Applicable Development Ordinances.** The Village should review and update its Zoning Ordinance and Subdivision Regulations to ensure that they are consistent with the recommendations and objectives outlined in this Plan. In particular, the Village should consider establishing provisions that address improved stormwater management practices.



- **Update & Revise the Land/Cash Ordinance.** To be proactive in meeting future parkland and school needs as the Village grows, the Village should review and update its land/cash ordinance to be reflective of current market values for an acre of improved land, as well as make sure that current population tables and land requirements are being used to determine a developers obligations to the Village and respective School Districts.
- **Update & Revise Village Development Fees.** Since new development has an impact upon the taxing districts that serve it, the Village should review and update its development related fee schedule to meet the defined needs of the respective agencies and services.
- **Adopt a Floodplain/Wetlands Ordinance.** Given the amount of identified floodplain and watercourses within the Village's planning area, it is recommended that the Village adopt an ordinance addressing these sensitive areas as it relates to future development. A recent trend has been that municipalities adopt the County wide ordinance in effect to maintain consistency when it comes to development related matters. At this time, Grundy County has not established an ordinance that can be adopted by municipalities.
- **Develop A Downtown Plan and Design Guidelines.** As the center of the community, the downtown is an invaluable asset to the community. It provides residents with a centralized gathering place that can offer the community shopping, eating, and entertainment (festivals, fairs, movies in the park, etc.). To enhance the identity of the existing downtown, it is recommended that the Village consider the creating of a formal strategic plan for the Downtown. Even though a conceptual framework for the downtown area has been included in this Plan, it can only serve as a foundation for establishing more specific recommendations that are needed in order to determine which downtown elements are worth preserving/enhancing, which ones need redevelopment and which ones are lacking or missing.

By developing Downtown Design Guidelines, the Village can standardize the visual character of Broadway Street. The guidelines should address fundamental design issues such as maintaining a complementary facade appearance along Broadway Street; the placement of buildings on their lots in regards to setbacks and orientation; establishing size and height guidelines for compatibility with the surrounding structures; and identifying acceptable building materials for the construction and renovation of buildings.

- **Neighborhood Preservation Initiatives.** To promote attractive and well maintained residential and non-residential properties and neighborhoods, and discourage neighborhood decline, the Village will need to resolve property maintenance violations, and provide education, outreach and resources to the community to foster attractive neighborhoods and prevent neighborhood deterioration. Example initiatives can include establishing regulations addressing graffiti, junk, debris and/or outside storage, overgrown vegetation or weeds, abandoned vehicles, and storage of trash and recycling container; supporting neighborhood clean-up programs and events; and providing education, outreach and resources to the community.
- **LESA System.** With agricultural operations and farming as a way of life for many property owners in Coal City, the Village should work with NRCS to develop a LESA system for review of new development.

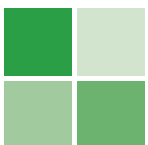


Actions Recommended Within Next 2-5 Years

- **Complete a Space Needs Study for the Village Hall and Police Department.** Within the next 2 years, the Village will need to evaluate the space needs of the Village Hall and Police Department. As growth continues the demands for Village services will also increase. Future staffing, space needs, expansion opportunities and work environments should be reviewed so that the Village can continue to provide adequate and efficient services.
- **Develop a Town Center Streets and Infrastructure Improvements Plan.** The existing, older neighborhoods within the Village do not have curb, gutter, or defined parkways. This Plan would also include replacement and/or upgrades to substandard infrastructure (water, sanitary sewer, etc.).
- **Adopt a 3 to 5 Year Capitol Improvements Program.** A capitol improvements program relates the recommendations in this Plan with the financial capabilities of the Village. A capitol improvements program is generally defined as a prioritized record of public improvements to be provided over a certain period of time (generally 3-5 years) relating to the need for improvements such as streets, parks and open spaces, and other civic infrastructure.
- **Prepare an Economic Development Strategy for Key Development Areas.** An economic development strategy will help the Village envision the types of businesses it would like to attract in order to enhance the local tax base and provide jobs, goods and services that match the needs of the community.
- **Develop a Master Plan for the Wetland Park.** By preparing a master plan for this extensive area, the Village can provide a park/open space amenity that can be designed to address the passive and active recreational needs of the residents. Incorporating a phasing plan into the project can ensure that the various components of the Plan are budgeted for and completed over time.

Actions Recommended Within 5-10 Years

- **Prepare a Fiscal Impact Analysis for Key Development Areas.** The Village should evaluate the impact of growth and development on its finances as part of its long-term strategic planning process. A fiscal impact analysis for key development areas can help determine the long-term impact of these areas on Village finances and resources. A fiscal impact analysis will help the Village sensibly allocate its finances and resources by evaluating potential new revenue sources, current and future levels of services, and new costs associated with serving a growing community. This approach can also benefit other taxing districts.
- **Pursue the Creation of a Park District.** As the Village continues to grow and recreational amenities are expanded, a Park District can ensure the ability to have appropriate funding to meet the needs of the community for program expansion, improvements and maintenance of parks, open spaces and recreational facilities.



Actions Recommended Within 10-15 Years

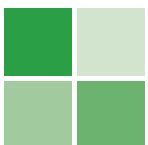
- **Public Transportation Initiatives.** Coal City residents generally rely on their automobiles as the primary means of transportation. With an increase in employment opportunities, it will be necessary for the Village to evaluate the need for and benefits of establishing a public transportation system. To ensure that a system is viable, it will be important to coordinate efforts with the County and neighboring communities.
- **Prepare an Affordable Housing Strategy.** As Coal City continues to grow it will be important to ensure that as the housing stock increases and house values rise, that affordable housing opportunities continue to exist. Affordable housing isn't intended to reduce the quality of or standards by which housing is constructed, but to provide residents of all income levels a chance to live within any Village neighborhood through cooperative efforts between a public/private partnership.
- **Prepare a Telecommunications Plan.** The ability of a community to provide quality telecommunication service is as important as providing an efficient transportation network and adequate public utilities (such as sewer and water). A solid telecommunication network will benefit both residents and businesses. Given the competitive nature of economic development in general, high quality and easily accessible telecommunication service can help distinguish a community and attract potential future development.

Until recently, local government involvement in telecommunications focused on franchising and placement of infrastructure such as utility poles in public right-of-ways. One aspect of the Telecommunications Act of 1996 was intended to spark competition, ultimately resulting in more services, choices, and innovation. Communities must now work with multiple players in the private sector to ensure that the proper infrastructure is in place to not only serve current businesses and residents but also attract future economic development opportunities.

BOUNDARY AGREEMENTS

Coal City is surrounded by Diamond and Braidwood to the east; Braceville and Gardner to the south; Mazon and Morris to the west/northwest. Neighboring communities typically draft a boundary agreement to ensure that their respective planning areas (as defined by their 1-1/2 mile planning boundaries) do not intrude on one another. A boundary agreement is recommended to curtail any boundary disputes in the future. Physical elements such as rivers, creeks, major roads, etc., and other types of boundaries (1-1/2 mile planning boundaries, facilities planning area (FPA) boundaries, etc.) can be used as guides for establishing boundary agreements.

At this time, a boundary agreement with Braidwood has been approved; and negotiations with Diamond have commenced. There have been preliminary discussions regarding boundary lines with Mazon, Braceville, Gardner and Morris. It is recommended that Coal City Officials continue to work with the officials of these remaining neighboring communities to establish boundary agreements, including a map delineating the boundaries and supporting text outlining any policies related to the boundary. It is better to establish a boundary agreement as a preventative measure to a future issue rather than as a reaction to a current issue.



ANNEXATION POLICY

While state statutes provide a municipality with certain controls governing subdivision standards within the municipality's 1-1/2 mile extraterritorial planning boundary, the municipality only has control of land use decisions for property that has been or can be annexed. By joining unincorporated areas into the Village's larger incorporated area, annexation offers Coal City an ability to control growth and ensure quality development consistent with existing Village standards.

The process of annexing land in Illinois also provides the Village and the private property owners the ability to enter into annexation agreements outlining a number of development controls which may extend beyond the standards set in the Village Zoning Ordinance and Subdivision Regulations. Annexation agreements generally define the governmental agency or group responsible for or maintaining infrastructure such as roads and utilities.

It is also imperative that the Village monitor development pressures in the area and consider having annexation agreements in place to exert greater control over the type and character of development for critical land parcels to ensure that they conform to the community's character as envisioned by this Plan.

MONITORING & UPDATING THE COMPREHENSIVE PLAN

This Comprehensive Plan is based on currently available information regarding community desires, development trends, and understanding of environmental issues. Over time, most if not all of these assumptions will change.

The Planning and Zoning Board, with staff assistance, should conduct an annual review of development activity in the Village. This activity should be compared with the Comprehensive Plan for consistency. When development have been approved that is inconsistent with the Comprehensive Plan, then it is clear that the plan needs to be updated to reflect current community thoughts regarding growth management. For a municipal Comprehensive Plan to remain as an effective tool in guiding development it must be kept current.

At minimum, the Future Land Use Plan should be reviewed on an annual basis. It is recommended that the Village review and update Plan, as needed. Typically, an update to the overall Comprehensive Plan should occur every five (5) years, but not longer than every ten (10) years, depending on the extent of growth and change in the Village.

